21
Princeton

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NOTED BY
DEC 9 1940

"Good News!

The Princeton Is Coming!"

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A YEAR ago the motorship *Princeton* ended its fifteen years of missionary service in the waters of Southeastern Alaska, when an unusually severe storm dashed it upon an island of rock in the Lynn Canal, between Haines and Juneau, and damaged it beyond repair.

Nothing has ever so crippled missionary work in Southeastern Alaska as the loss of the *Princeton*. No roads connect the thousands of islands that make up this area. Communication between towns and villages must be by boat or plane. For years one mission boat or another, first the *Lois,* then the *Lindsley,* later the *Princeton,* was the means of carrying the gospel into isolated out-of-the-way native villages, mining towns, fisheries, and canneries, where no other Christian force had ministered.

For years, too, the boat was the only available means of transportation for the orphan native children who find a home at Haines House; for boys and girls who attend Sheldon Jackson School, the only Christian native high school in all Alaska. Liners run between the larger towns, to be sure; but traveling on liners is a luxury for mission school pupils and mission workers.

Another of the *Princeton's* missions was to carry the sick to the nearest doctor or to a hospital. More than once its timely arrival saved a life. Sometimes it arrived too late and was the only means of transporting a body to a point where it might be cared for. "The mercy ship" Alaskans often called it.

WHEN the *Princeton* was wrecked the work of the itinerating missionary was brought to a standstill. Native boys and girls felt that their opportunity to attend Sheldon Jackson School had suddenly ended. Isolated villages were cut off from the outside world. As one man expressed it, "It is as though we are all stranded on islands waiting for a life boat that never comes." "Forgotten men," the missionaries felt themselves to be. Small wonder that all found themselves listening for the whistle that had always announced the boat's coming into port, and the cry, "The *Princeton* is coming! The *Princeton* is coming!" that accompanied it.

Almost before the *Princeton* was down came word from Alaska, "We must have another *Princeton!*" Men, women, and children began to give from their meager incomes toward its replacement. The president of the Alaska Native Brotherhood expressed the appreciation and concern of that body by sending a check for over $200 toward a new boat. This sum had been collected as "fines for alleged misdemeanors of the delegates," and had formerly been used to dispense Christmas cheer to orphan children at Haines House and other institutions.

The *Princeton* was originally built with money donated by friends of Alaskan missions. Among these were two Princeton University organizations which had given generously as a result of the interest aroused by Dr. John Grier Hibben, then president of the university, and Mrs. Hibben, who on a visit to Alaska had seen the need for such a boat. To these and other friends of Alaskan missions the Board is again turning, so that the noble work of the former mission boat may be resumed.

PLANS are now projected for the building of a new boat, the total cost to be $29,500. There is on hand $17,000, representing $16,000 collected from insurance on the old *Princeton,* plus $1,000 in unsolicited gifts. Over three-quarters of this amount came directly from Alaska. Many friends have written offering to give when the way is opened. A Sunday school missionary from Missouri has promised to raise $300 on his field; another, in Colorado, has said he will raise $500.

The new boat will be about the same size and construction as the old *Princeton:* sixty feet long, with a fifteen foot beam. But it will include some new features the old boat lacked, such as a stateroom for the missionary, a bunk for the captain, space for twelve swinging berths, and a small chapel on the upper deck where services may be held while the boat is in operation. A Sunday school missionary will be placed on the boat, who will ply the waters of Southeastern Alaska summer and winter, put-

ting in at lonely mining and fishing villages and canneries to visit and give comfort to the aged and sick . . .

THERE is a great stir in the hearts of Southeastern Alaskans. "Good news! The *Princeton* is coming again!" they are saying. And indeed it will be coming again — just as soon as it can be built after the necessary funds are raised, so that the boat may be in operation by next summer.

Cost of the new boat	$29,500
Amount on hand	17,000
Balance to be raised	$12,500

Churches making gifts toward the new *Princeton* will receive credit on their quotas.

Gifts from churches and individuals should be sent to:

CHARLES N. WONACOTT, *Treasurer*
BOARD OF NATIONAL MISSIONS
of the Presbyterian Church in the United States of America
156 Fifth Avenue, New York

MISSION BOATS

The Lois

This boat was built largely through the gifts of Mr. Childs of Bernardsville, N.J.
Mr. Waggoner, formerly of Klawock, who used this boat for a number of years, told me that Mrs, Alward had written him that Mr. Childs had said to her that he would see that the "Louis" never went down. The "Lois" was named for Mr. Childs' daughter.

The Good Tidings

This boat belongs to Edward Marsden personally. The machinery was given to him through friends in the east and the full he built himself.

The Tornado

Is the only boat burning petroleum and costs more to run per mile than any other mission boat. In a recent letter from Mr. Good who operates this boat in connection with his Hoonah work it is stated that the boat is not what he ought to have. The boat is in good condition.

The Star

Is the old Friends' boat taken over with the Kake mission. It is too msall for use in that mission and it is surprising that some accident has not already occurred in connection with its use in such waters as surround Kake. It has been the plan to sell it and use the proceeds to help pay for the new boat at Kake and this program should be carried out.

The J.D.

Is the old boat built for Mr. Montgomery at Klawock a number of years ago. Is in fair condition and will answer Mr. Waggoner's purpose at Juneau where it is now.

The Erd

Is a beautifully finished boat belonging to the Woman's Board and is under the care of Dr. Craig of the hospital. It was built under the direction of the former missionary at Haines, Mr. McLean. In a recent letter from Haines, it is stated that "the boat appears to be an expensive proposition for the amount of work which is secured from it". In this I am disposed to concur but before committing myself I would want to consult with Dr. Craig and the hospital people.

(Copied from a letter to Dr. John Dixon dated Jan. 1915. from J.H.Condit)
letter in Dr. Jackman's files)

History of the Presbyterian Fleet

Since the Princeton-Hall is one of a famous line of mission boats, her history can hardly be understood except in relation to the other boats of what has often been called "The Presbyterian Fleet." Records have been lost of the boats that have served individual missionaries from time to time, but the history of the main line is fairly complete. The following is a summary of it. You see it takes us back to the earliest days of Protestant missions in Alaska.

1877-1878 The red cedar canoe of Dr. S. Hall Young, pioneer missionary, began its travels. Dr. Young wrote that the country was "lawless and savage," with "no cultivated fields, no roads—the Indian canoe the only method a transportation from place to place." He estimated that he traveled over 15,000 miles by canoe!

1909 The Lois, a gasoline motorboat, was built and began its missionary travels. By that year, many of the native fishermen had built gasboats for themselves. Canneries had been multiplied and if the catch was to be delivered to them, there had to be a better way than the canoe afforded. Missionaries as well as fishermen, needed a quicker and safer method of moving from place to place.

1923 The A. L. Lindsley was added to the Presbyterial Fleet. This was a larger motorboat than the Lois. It was named for Rev. A. L. Lindsley, pastor of the First Presbyterian Church of Portland, Oregon, whose great interest in Alaska was responsible for sending the first Presbyterian missionaries to Wrangell. Together the Lindsley and the Lois ministered

to more than a hundred canneries and fishing camps, as well as forty or fifty towns and villages.

1924 In March of this year the Lois was destroyed by a gasoline explosion. Dr. Young wrote: "Our hearts were saddened, and much of our work was paralyzed by the blowing up of the Lois. She had finished her course, had kept her faith, and if a crown of righteousness can be awarded to a boat, she merited it when she went up in her chariot of fire."

Work on the building of the Princeton was begun. It was planned to be "a floating seminary for the training of native workers." It was to be named the Princeton in honor of Dr. John Greer Hibben, president of Princeton University. Dr. and Mrs. Hibben had just paid a visit to Alaska and had become deeply interested in mission work there. When Dr. Hibben was killed a few months later in a car wreck, Mrs. Hibben wished to give the boat as a memorial. Her funds provided about half the cost of the ship.

1925 The Princeton was completed. Rev. David Waggoner, already a missionary at Klawock, was made missionary skipper. He was a successful boat builder and navigator, as well as a minister. Mr. George J. Beck, who had been missionary captain of the Lois became captain.

Rev. and Mrs. Waggoner lived on the boat. They even had a piano on board, a special model built to the boat's measurements! Stopping a week at a time at a place where a lay leader was in charge, Mr. Waggoner held a special training school. Bible study and teacher-training courses came in the morning, pastoral calls in the afternoon, and more Bible classes at night. On Saturday nights there were evangelistic meetings on shore.

1926 The Princeton became the carrier for students of the Sheldon Jackson School. This was a poor year for fishermen, and the students had no money to pay their passage back to school. Mr. Waggoner offered to carry them on the Princeton if they would pay the cost of oil, gasoline, food en route, and laundry of blankets. Forty-five students took advantage of the offer, and saved about $1400.

1926-1933 The Princeton continued the activities of the first years and developed the idea of conferences. Sometimes the boat traveled as far as 600 miles in the interest of one conference.

In 1929 the Waggoners found a home on shore, but Mr. Waggoner continued to be skipper.

1933 Mr. Waggoner left the Princeton for a pastorate at Juneau. Mr. Verne J. Swanson took over the ship.

1934 First Young People's Conference.

1936 Helped rescue party from the Zapora, a ship of the Alaska Transportation Company, grounded on the rocks near Angoon. Made vacation Bible schools possible.

1937 The S.J.S., built at the Sheldon Jackson School as a service boat for school purposes, was added to the Presbyterian Fleet.

1939 In the spring of this year, the A. L. Lindsley was destroyed by a gasoline explosion.

Mr. Swanson took a pastorate at Hydaburg and Mr. John G. Falconer became lay operator of the Princeton.

On October 12, the Princeton was wrecked on a rock just off Ralston Island in the Lynn Canal. On board were Captain Jack Falconer, the Rev. A. D. Swogger, missionary in charge, and his son Dallas of Metlakatla, three Haines House girls, who were returning to their father's home at Craig, and four tons of potatoes bound for Sitka.

The boat left Haines about 4:30 in the afternoon, in a snowstorm which did not look serious. But the storm continued, with snow and high winds. At a little after nine o'clock that night, the Princeton got off her course. It was almost impossible to see the lights that marked the channel. The pilot steered as best he could, but he could not avoid running on rocks. The engine stopped and refused to start again, so that the boat could not be backed off.

The men took the children onto the rocky ledge, covering them with blankets and oiled canvas to protect them from the storm. Dallas Swogger took care of the younger children while the men called for help over the radio. They all prayed for rescue. It was slow in coming. Though the crew of the Game Commission vessel the Bear tried time after time to reach them, it was 2:30 the next afternoon before they succeeded. All the stranded passengers were taken safely to Juneau.

As for the ship itself, however, it was completely beaten to pieces by the high tides and the winds.

In November the Alaska Native Brotherhood adopted this resolution:

"WHEREAS, The Princeton has been maintained by the Presbyterian Church in Southeastern Alaska for many years as a missionary boat, carrying the sick and needy, carrying scores of our children from distant homes to Sheldon Jackson School

and return, making possible an attendance there that would be seriously affected if such service were not rendered, and...

"WHEREAS, These representatives of Southeastern Alaska believe the service rendered by the Princeton is essential and should be restored as soon as possible, and for the purpose of showing our appreciation,

"Be it resolved, That the organized Indians of Alaska create a Princeton Memorial Fund..."

The president of the Alaska Native Brotherhood sent over $200 to the Board of National Missions from this fund. It included the collection usually taken (in the form of various fines) to send Christmas presents to orphan children at Haines House, Pius X Mission (Roman Catholic), Sheldon Jackson School, and Wrangell Institute (government school and orphanage). The Brotherhood felt that the children would get more good from the money if it was used for a boat to take them to these homes than if it was used just to make them especially happy for a few days. Besides Presbyterians, Catholics, Salvation Army members, Episcopalians, Seventh Day Adventists, and members of the Greek Orthodox Church contributed to the fund.

1940 Men, women, and children, both in Alaska and in other parts of the world continued to give to the fund for building a new Princeton. A large lump sum was contributed by Mr. and Mrs. Gaines Hall of Midland, Texas, in memory of Mr. Hall's father, Mr. William Wallace Hall. Therefore, it was planned to call the new boat the Princeton-Hall. Mr. William Wallace Hall had five sons, two of whom became ministers and three of whom became elders. One of the ministers is the Rev. Ralph

Hall, known as the "cowboy missionary." Of the four daughters, three married elders. The father was a charter member of the little church at Winters, Texas, and for over fifty years an elder. And so the "Hall" part of the motorship's name is a name that means humble, steady service.

Students at Sheldon Jackson School gave a large amount, too. Even the children at Haines House brought their gifts. One boy at Sitka said, "I put my last nickel in the basket." The church at the fishing village of Angoon, gave almost $200 ($188.16). The building of the boat, more than anything else that had happened in the history of the Church in Alaska, made people think in terms of giving rather than of receiving.

1941 On the first of January, the actual construction of the new boat was started at Sitka. Mr. Andrew Hope, a Thlinget Indian, member of the Presbyterian Church at Sitka, was foreman of the building. The schoolboys of Sheldon Jackson School helped as much as they could.

Mr. Leslie Yaw, superintendent of the school wrote a few weeks later, "Here in Sitka there is a deep feeling that this is 'our boat,' into which are going not alone our best workmanship and our best effort, but our loyalties to Christ and the work of his Kingdom. Should the Princeton-Hall be blessed with long life, the same lads who are helping on the building now...will be showing their own children the part they had in building 'Our Boat.'"

On September 21, the still uncompleted ship was dedicated. The Moderator of the General Assembly, Rev. Herbert Booth Smith, came to help with the ceremony, having flown up to Alaska for this special occasion. She was dedicated to "the service

of mankind in Alaska, through mercy and comfort and love."

On December 3, she was launched with great excitement and rejoicing. A parade was organized to help celebrate. At the christening, a bottle of the essence of flowers from Puerto Rico mixed with Alaskan water was broken on the prow, and off she sailed.

Less than a week later, the United States was at war with both Japan and Germany.

1942 In January, almost a month to the day from the time of the launching, came an order from the United States Navy requisitioning all craft over thirty feet long operating in Alaskan waters. The New Princeton-Hall had to join the Navy! Her fine white paint was completely covered by grim Navy gray.

The S.J.S. was also called into government duty. A new project at the Sheldon Jackson School was the building of the S.J.S. II, which the Navy promised not to requisition.

Her commander reported that the Princeton-Hall successfully accomplished the rescue of an airplane." He regretted that no more details could be given.

1943 The S.J.S. II was completed.

1944 On August 21 the Princeton-Hall was released by the Navy and delivered in Sitka. Her work in the Navy had really been finished in June and her crew had been discharged for duty in other places. All summer Dr. J. Earl Jackman, Secretary for Work in Alaska, and the people in Sitka had been watching every chance to buy back the boat. At last the way was clear--and the Princeton-Hall was back "home."

After she was thoroughly cleaned and scrubbed, she set out on her first voyage under the Christian flag, August 23. In Peril Straits, just off Dead Man's Reach, a service of praise and rededication was held in her cabin. Then she went on to Todd Cannery, Wrangell, Angoon, and Hoonah, which had recently been almost destroyed by fire. Her missionary travels had begun.

The Rev. Paul Prouty, who was to have been missionary in charge from the start, arrived in Juneau with his family on September 23. He had spent the war years in Sunday school missionary work in the state of Washington. He found the ship in very bad shape and set about to put her into condition again. The gray paint had to be scraped off. The bottom had to be copper-painted, and zinc protection had to be placed on the bearing bolts of the underwater shafter. The engine had to be repaired. It was hard and tedious work.

By October 30, she was ready to go again. During the excitement of the trial run, George Howard, who had assisted in the building work at the Howard Brothers Boat Shop in Sitka, was taken suddenly ill. The Princeton-Hall, fortunately ready, took him to Juneau for an appendectomy--just in time.

1945 Mr. Andrew Wanamaker became ship's pilot.

In March, the Princeton-Hall had a perilous adventure in Clarence Strait, on the way to Metlakatla. The engine stopped "only fifty yards from fierce rocks," and only the trustworthy anchor saved the boat from being wrecked.

It was plain to be seen that Navy life had been exceedingly hard on the engine. All year it limped along, until

new machinery could be installed.

1946 On April 5 the Princeton-Hall was formally rededicated at Metlakatla. Dr. J. Earl Jackman delivered the address.

Toward the end of the year another complete overhauling was required, and almost two months were spent in Sitka on the Sitka Marine Railway, getting a paint job and machinery replacements.

1947 In January the motorship returned to her regular itinerary. As an extra job, her crew, with volunteer help from men of Haines and Skagway, dismantled some government barracks at Skagway. These buildings had been offered to Mr. Prouty and Rev. Walter Soboleff, minister of the Memorial Church at Juneau. They hoped to use the materials in setting up a new conference grounds near Haines.

1948 In the spring, lumber from the Skagway barracks was loaded on a raft and towed by the Princeton-Hall in five loads to the conference site. An unusual trip was made all the way to Seattle to take the Sheldon Jackson choir to sing at meetings of the General Assembly. The S.J.S. II was also commandeered for this trip. No sooner had the boats returned to Alaska than an adult Traveling Seminar of 24 persons arrived by plane in Metlakatla, to be taken by the Princeton-Hall to visit other mission stations in Southeastern Alaska. Following this seminar, was a young people's work caravan, with two trained teams to be taken to various towns and villages to do whatever work need most be done. On July 16 the Princeton-Hall brought members of a Work and Study Conference

to Haines. The main business of this conference was to erect the buildings at the new camp site. By dint of hard work and determined faith, the camp was actually ready for a junior high conference on August 17.

On October 12, Mr. Harry Wayne Nickoli came to be ship's pilot. Mr. Andrew Wanamaker too charge of the church at Klukwan.

From Miss Agnew